

## NEW YORK SENDS ENGINES.

## MAYOR AND CHIEF KRUGER CONFERRED THIS MORNING.

Fire Under Control at 2 A. M. Was Pennsylvania Railroad's Report, but the Mayor Had a 1:37 A. M. Call From Mayor McLellan for Help—Ten Engines Go Baltimore called on this city last night for help in fighting the fire, and at 1:45 o'clock this morning ten engines and their crews were sent over to Jersey City to be forwarded. The appeal for help from Baltimore came through the Director of Public Safety of Philadelphia, who had been called on for aid by Baltimore. Philadelphia sent six engines and their crews, and then the Director of Public Safety telephoned to Acting Chief Kruger here, saying that Baltimore looked to this city also for help.

Not getting word direct from Baltimore, Kruger was in a quandary how to act at first, but at once made arrangements to get engines ready and then proceeded to get into communication with Mayor McLellan and Fire Commissioner Hayes.

Mayor McLellan was first told of the fire by a St. Louis reporter at 1:30 o'clock this morning at his home, 10 Washington Square North. The Mayor said that he was ready and willing to do everything in his power to help Baltimore. He had not received any word from Baltimore, he said, nor had Fire Commissioner Hayes.

The Mayor was told by the reporter that Chief Kruger had made all arrangements to send engines to Baltimore, but was waiting to get word from his superiors. The Mayor telephoned to Chief Kruger and had a long talk with him.

"The Chief tells me," said the Mayor, "that he has made arrangements to send six or seven engines, hose carts and their crews. He said that the Director of Public Safety had told him that it would be scarcely worth while to send engines to Baltimore as the water supply was very low. The Chief says that he is trying to get communication with some one in Baltimore, and I told him that I would leave the entire matter in his hands and that he had my full authority to do as his judgment deemed best."

It was shortly after that that Chief Kruger sent word to six engine companies to get ready to go to Baltimore. While this was going on the Chief received a message from the Pennsylvania Railroad in Jersey City saying that they had heard from the main office in Philadelphia at 2 o'clock this morning that the fire was under control.

The train dispatcher was hardly off the wire before Mayor McLellan called up Chief Kruger. The Mayor said that he had just received a telegram, dated 1:37 o'clock this morning, direct from Mayor McLellan of Baltimore asking for aid.

"Send the engines, Chief," said the Mayor, "and get them off just as soon as you know how."

Chief Kruger immediately decided to send six engines and these are the ones he picked out: No. 5, from East Fourteenth street; No. 7, Beekman and Gold streets; No. 12, from 261 William street; No. 19, from 90 Wooster street; No. 27, from Franklin street; and No. 31, from Elm and White streets.

"We will send thirty horses and sixty men," said the Chief at 2:15 this morning. "And we will get them to Baltimore just as soon as we can. I have already ordered the engines out. I expect that there will be some trouble in getting the horses off, as they will have to get box cars. But they'll go as soon as we can get them off."

At that hour the train dispatcher of the Pennsylvania said that a train of flatcars had been made up to take the engines. He had also made up a train to take six engines from Jersey City.

Chief Kruger finally ordered the engines to take the Liberty street ferry to the Jersey City yard, and he added four more, making ten.

Chief Kruger sent Battalion Chief Howe in charge of the New York firemen. Chief Kruger said that he had heard from the Director of Public Safety of Philadelphia that the Philadelphia engines were getting all the water they needed in Baltimore.

Acting Chief Kruger got Director of Public Safety Smith of Philadelphia on the wire at 2:15 o'clock this morning. Mr. Smyth had a wire open into Baltimore.

"How's the fire now?" asked Kruger. "It's spreading rapidly," was Smith's reply. "The firemen are all tired out. They must have help right away."

It was said last night on good authority that Edward F. Croker would resume his place as chief of the department early this morning, and take charge of the department at 8 o'clock.

Chief Kruger selected as the four additional companies Engines 26 and 33, the second half of Engine 12 and Truck 5. He arranged to send these by the Pennsylvania Railroad.

Just as the Chief sent off the extra engines he got a despatch from Baltimore saying that the firemen were literally fagged out.

"The losses will be heavy," he said, "because the rates in Baltimore were low. They're well insured in Baltimore."

William N. Kremer, president of the German American Insurance Company, said that it would be impossible for any of the insurance companies in this city to even approximate their losses until their books were thoroughly examined to-day. While a great amount of Baltimore insurance was held by the companies here, he said, there would be a heavy loss to the local companies of Baltimore.

"If the loss is \$25,000," he said, "it is safe to say that the insurance will be fully 60 per cent. of that amount. All of the companies have good business in Baltimore. They are good insurers there. All of the leading companies of this city will be heavy losers. I should say that the amount of Baltimore insurance the companies here stand in this order: Home, Continental, London and Liverpool, and Globe, Royal, Hartford, Etna, German American and National of Hartford. We can't tell anything of our losses now. We

can do nothing about it to-night." Early reports made the loss \$25,000. Later reports doubled that figure.

E. G. Snow of 155 West Fifty-eighth street, vice-president of the Home Insurance Company, had this to say when he learned of the fire:

"There is much insurance in Baltimore. The section burned contains good value and is undoubtedly well insured. I should say that the buildings were insured for more than 60 per cent. of their values, and the stocks in them are undoubtedly insured for close to their full value."

All of the fire insurance companies do a big business in Baltimore, but none of them can tell of its losses until it gets at the books to-morrow. There will be nothing to-night. It's too bad. But it's done—that is all that can be said now."

Edward L. Ballard of 61 West Eighty-third street, secretary of the Continental Fire Insurance Company, said that while the company undoubtedly held a great deal of Baltimore insurance it would be impossible to give any figures until the books were examined and the burned section definitely known.

## HARTFORD COMPANIES HIT.

## But Insurance Companies There Decline to Make Estimates of Losses.

HARTFORD, Conn., Feb. 7.—With the fire in Baltimore still burning, agents of the Hartford fire insurance companies decline to give out figures on losses. They admit that all the companies have been carrying large lines in the burned district, but say they are unable to give even an approximate estimate of their losses.

It is thought that the National Fire will lose \$50,000 and perhaps more. Etna officials say their losses will be heavy, but they have no figures. The loss of the Orient is put down at about \$75,000, which, of course, will be increased with the further spread of the fire.

The loss of the National Assurance Association of Ireland, whose American headquarters are in Hartford, is estimated at \$10,000 to \$15,000. The Phoenix, Connecticut, Hartford and Scottish Union also have large lines in the district.

One insurance president said to-night that he thought that all of the property in the burned district was well insured, that many of the smaller companies of the country would be hard hit, but that to some of them the fire would mean disaster.

He thought this would be particularly true of the Baltimore companies, which have been in the habit of carrying a large amount of insurance at home. He thought the bigger companies would not be seriously affected although many of them would have to stand a heavy loss.

## WORK OF THE WASHINGTON MEN.

## Two Engines Rushed Over to Baltimore in a Run of Forty-five Minutes.

WASHINGTON, Feb. 7.—A request for aid from Baltimore was sent to the Washington Fire Department at 12 o'clock. The message was received by Fire Marshal Sidney Bieber at 12:15 o'clock. He immediately ordered two companies—Nos. 3 and 6—to the Baltimore and Ohio station, where the engines were placed on flatcars. A special was made up at once and the engines left for Baltimore.

The run to Baltimore was made in forty-five minutes, the special arriving at 2 o'clock. The Sixth district chief was waiting at the station to take charge of the companies. No. 6 was sent to Liberty and Lombard streets. No connection could be made with the plug at that place, owing to the different hose standards of the Baltimore and Washington departments. The engine was then ordered to Howard and Fayette streets, where the same difficulty was met. It was remedied, however, by using a double connection hose.

No. 3 was sent to No. 1 truck house. When No. 6 reached Liberty and Lombard streets at 2:10 o'clock it was greeted with wild cheers by a crowd watching the fire. Fire Marshal Sidney Bieber, Chief Engineer William T. Bell and two of the city's assistants, R. J. Griffin and S. C. Lowe, accompanied the engines from Washington to Baltimore. There were thirty men in the party.

THIRD GREATEST FIRE. Probably Second Before It Ends—The Other Two Recalled. The Baltimore fire, according to the present report of the loss, ranks third in the confagration that this country has seen. A little heavier loss, which is likely to occur before the flames are conquered, will put it second in the list.

The greatest fire, of course, was that which began in Chicago on Sunday night, Oct. 8, 1887, and lasted until the following Tuesday morning. It started in a barn in De Koven street.

More than three square miles of the city were destroyed. The property loss was \$100,000,000. Two hundred and fifty persons perished in the fire.

The next greatest fire was in Boston on Nov. 9, 10 and 11, 1872. It burned over fifty-six acres, but the loss was \$30,000,000. Fourteen persons were killed.

PRESIDENT SENDS HELP. Policemen Go From Washington to Baltimore to Keep Order. WASHINGTON, Feb. 7.—President Roosevelt to-night directed Chief Sylvester to offer to the Baltimore authorities any assistance which that city might need in keeping order.

The reply of the Baltimore authorities was: "The services of twenty or thirty police would be greatly appreciated. Chief Sylvester then sent thirty policemen by the first available train.

The glare of the flames of the Baltimore fire can be seen here. Baltimore is forty-two miles away by rail. Hundreds of people are going to Baltimore to see the great spectacle.

IN THE AREA OF DESTRUCTION. Many of Baltimore's Most Important and Nearest Business Buildings. A number of Baltimoreans who were at the Waldorf-Astoria yesterday picked out these buildings as being among the most important in the burned district:

The Continental Trust Company Building at Baltimore and Calvert streets, a fifteen-story building, constructed two years ago and costing \$1,500,000.

The Equitable Trust Company at Halliday and East Lexington streets, a ten-story building costing \$1,000,000, and containing the Baltimore Trust Company, the American Bonding and Trust Company, the Western Union Telegraph Company, the Baltimore Car Service Association and a lot of offices of brokers and lawyers.

The Baltimore and Ohio Railroad building, directly across the street from the latter, costing \$900,000.

The Calvert Building, twelve stories.

The Maryland National Bank, the National Bank of Baltimore, the National Exchange

## THE Equitable Trust

Company allows interest on deposits, the rate being determined by the nature of the account.

Coupons, dividends, and interest are collected without charge. Certificates of deposit are issued for definite time, at special rates of interest. Loans are made upon approved collateral.

THE EQUITABLE TRUST CO. OF NEW YORK  
Fifteen Nassau Street, Equitable Building.  
Capital \$3,000,000.00  
Surplus \$,000,000.00

Bank, the People's National Bank, Alexander Brown & Sons, bankers, the Baltimore News, the Dry Goods Exchange.

The New York Clothing House the largest retail concern in the city. The Fairbanks Shoe Company.

Henriksen, Bates & Co., the finest jewelry establishment of the city. The International Trust Company, Baltimore and Calvert streets.

The Ochs's Acme Hall, Baltimore and Calvert street, one of the oldest clothing firms in the city.

W. C. J. Delaney, books and stationery, Baltimore, near Calvert street.

O'Neill & Co., dry goods, Charles and Lexington streets.

McDonald & Co., jewelers, Baltimore and Calvert streets.

Knabe Piano Company, Baltimore, Charles and St. Paul streets, a new building, all the kind of pianos.

John Murphy & Co., publishers, Baltimore street near Calvert street.

Hess & Foin Shoe Company, 112 East Baltimore street.

Schwartz & Co., toy dealers, 15 East Baltimore street.

Adams Express Company, Welch & Co., jewelers.

Among the buildings threatened at that hour were the Court House, just completed, which occupies the block bounded by Lexington, Calvert, Fayette and St. Paul streets; the post office and the telephone building at Lexington and Calvert streets.

B. & O. PRESIDENT HURRIES OFF. A Special Train Started at 2 A. M. for the Devastated City.

All the latest reports from Baltimore described the conditions as worse and worse. President Murray of the Baltimore and Ohio Railroad ordered a special train and started for Baltimore at 2 o'clock this morning. President Murray got word that the building office building had turned up before he left on the special train.

One of the party on President Murray's special train was Mrs. Mary Novak, wife of one of the Baltimore bankers whose buildings were destroyed. She was at the Waldorf when the news of the fire came.

Aid Sent From Altoona. ALTOONA, Feb. 7.—The Pennsylvania Railroad Company's fire department, one engine, two hose wagons and 100 men, started for Baltimore at 11:30 o'clock.

100 Firemen Sent From Wilmington. WILMINGTON, Del., Feb. 7.—Two fire engines and 100 firemen left this city to-day on a call for assistance from Baltimore.

BLIZZARD IN THE NORTHWEST. It is Scheduled to Reach Chicago To-day, Where the Thermometer is Below Zero.

CHICAGO, Feb. 7.—Zero weather to-morrow, with a blizzard raging down from the Northwest, is Chicago's prospect. With a record of a drop of 15 degrees in twenty-two hours yesterday the weather promises to be colder to-morrow and until Tuesday. All through the Northwest a blizzard has been raging, spreading suffering and death in its path and filling the air with a blinding white snow.

Telegraph and transportation lines have been crippled or put out of commission. Upper Michigan, Wisconsin, Iowa and Minnesota, northern Illinois, Iowa and Montana are affected by the storm.

In British Columbia severe cold weather prevails. Appello, near Prince Rupert, reporting 24 degrees below zero. Helena, Mont., was the only point in the Northwest registering above zero, the mercury standing at four above while all other sections registered below. Bismarck, N. D., reported 20, and Moorhead, Minn., 18 below, while St. Paul, registering 2 below, predicts a blizzard to-morrow.

FLOODS IN WESTERN NEW YORK. Buffalo Creek Goes Ten Feet Over Its Bed, Flooding Streets and Homes.

BUFFALO, Feb. 7.—All western New York suffered from flood to-day. Buffalo followed six weeks of unparalleled snowfall, and it was one of the fastest thaws that ever happened in South Buffalo. Buffalo Creek went ten feet over its banks, flooding streets and houses.

## HERE'S THE MAYOR'S GAS BILL

## FINE EVERY TIME THE GAS IS FOUND BELOW STANDARD.

Full Power to Enforce Use of Correct Meters—Consumer to Have Test When He Wants It—State Inspector's Powers Transferred to City Commissioner.

Mayor McClellan last night announced the provisions of the Gas bill which had been prepared, at his direction, by Corporation Counsel Delany and submitted to him in the afternoon. Senator Foley will introduce it in the Senate at Albany this week, and Assemblyman Miller of Brooklyn will present it in the lower house. It consists of two amendments to the Charter of the city of New York.

The first section amends Section 519 of the Charter, which deals with the powers of the Commissioner of Water Supply, Gas and Electricity. It extends the supervision now exercised by the Commissioner over electric meters so as to include gas meters as well.

Under the terms the Commissioner is to cause tests to be made of all meters in use in the city for measuring the quantity of gas, as well as electricity or steam, furnished by any corporation or person. It provides that thereafter no corporation or person shall furnish or put in use any gas, electric or steam meter which shall not have been inspected, approved and sealed by an inspector appointed by the Commissioner.

Every gas company must keep on its premises proper apparatus for testing and proving the accuracy of meters furnished by it for use. Whenever a meter has been inspected the inspector shall attach thereto a seal or stamp with his name, the date of the inspection and a statement as to whether or not the meter is accurate.

The Commissioner of Water Supply, Gas and Electricity is to cause every gas meter in use or intended to be used to be tested at least once in every year, and an accurate and detailed report of the condition of each meter is to be kept as part of the records of the department.

Whenever a meter is found defective the Commissioner must order it removed and replaced by one which has been tested and approved.

Meters in use are to be reinspected and tested on the written request of the consumer or the consumer if desired. If the meter is found defective to the prejudice or injury of the consumer, the removal, inspection and replacement of the meter shall be without expense to the consumer, but in all other cases, except where the change is beneficial to the consumer, he shall pay the reasonable expense of the inspection.

An amendment to this section permits the inspectors of the Department of Water Supply, Gas and Electricity, at any reasonable times, on exhibiting written authority from the Commissioner, to enter any dwellings, stores or buildings lighted with gas for the purpose of inspecting the gas pipes, fittings and works and the quality of the gas supplied, and any person who hinders such inspection shall be guilty of a misdemeanor.

The Commissioner may adopt such rules and regulations and may direct and compel the use of such apparatus and devices as he may deem necessary for the purpose of recording the quantity of gas consumed and controlling and regulating the pressure of gas in other apparatus used in the distribution of gas.

It will be the duty of every person or corporation supplying gas to consumers to comply with such rules, and a failure to do so is made a misdemeanor.

The second section of the bill amends Section 520 of the Charter, which gives the Commissioner of Water Supply, Gas and Electricity new tests the quality of gas.

With a record of the quality of gas, the Commissioner may not inspect the gas often more than once a week, and permits him to make tests as often as may be necessary.

With a record of the quality of gas, the Commissioner may not inspect the gas often more than once a week, and permits him to make tests as often as may be necessary.

As an auxiliary to this bill the Corporation Counsel has drawn an amendment to the Charter of the City of New York, which will give the Corporation Counsel the power to inspect the gas meters in the city of New York. This bill will be introduced in the Legislature this week.

The Mayor said last night that while the bill is not perfect, it is a step in the right direction. He said that he hoped the Legislature would pass it.

MILLER'S BILL TURNED DOWN. C. F. U. Wouldn't Say His Gas Investigation Scheme Was Good.

Assemblyman Miller of Brooklyn was routed once more yesterday when he introduced his bill to give the Corporation Counsel the power to inspect the gas meters in the city of New York. The bill was turned down by a majority in the Legislature.

Col. Sanford C. Kellogg Dead. WASHINGTON, Feb. 7.—Col. Sanford C. Kellogg, U. S. A., retired, died at his home in New York city to-day. He was a native of New York and entered the army as private in the Thirty-seventh New York Volunteer Infantry in 1862. The next year he was appointed Captain and Aide-de-Camp and was mustered out in 1865, when he was transferred to the Regular Army with the rank of Second Lieutenant of Infantry.

From 1865 to 1868 he served as Aide-de-Camp to Gen. Sheridan, and in 1868 he was transferred to the Regular Army with the rank of Major. Col. Kellogg received numerous decorations for gallant and meritorious service during the Atlanta campaign, and in the battle of Nashville, and for his services during the battle of Chattanooga.

Death of Louis Gans. Louis Gans died last night at his residence in this city, 156 East Seventy-second street. He was a merchant in New York and was the senior member of the firm of Gans & Klein of Helena, Mont. He was an early arrival in Montana after the discovery of gold in 1864, and was Henry Klein started the first mercantile establishment in Alder Gulch. The firm was unusually successful and soon branched out into a law office and a real estate business. Mr. Klein died only a few months ago. Both men were noted for their charity, which were not confined to Jewish institutions. Mr. Gans's estate in Montana will exceed half a million.

Death of Matt Harris. Matt Harris, 62 years of age, who, during the war between the North and South, was a Federal spy, died in Mobile yesterday. He was employed by the Federal government for his knowledge of the waters and coast between Mobile and New Orleans, and for what he knew of the submarines around Fort Morgan. He was the celebrated battle of Mobile Bay was fought, Harris made his way to the Gulf in a small schooner and was taken aboard Farragut's flagship, and it was he who piloted the vessels through the channel, that was filled with mines. During the battle Harris lost one of his legs and was taken to the Federal prison at Ship Island, and kept there until he was able to travel. Since the war he has been receiving a pension. The fact that he was the pilot of Farragut's flagship was not generally known in Mobile. After the war Harris was prominent in Republican politics.

Mr. Jonah White's Housemaid Locked Up for Stealing Jewelry. Mary Murtha was locked up in the Tenderloin station last night on the double charge of larceny and intoxication. She had been employed by Mrs. Jonah White of 101 East Twenty-fourth street, wife of the Eastern agent of the Atlantic Coast Line. Living with Mrs. White is an invalid relative, Mrs. Sarah Carr.

While Mrs. Carr was asleep and Mrs. White was out yesterday, the servant entered the invalid's room and stole \$150 worth of jewelry. Then she found a bottle of brandy and drank it.

The fact that she was the pilot of Farragut's flagship was not generally known in Mobile. After the war Harris was prominent in Republican politics.

FULL WITH THE GOODS ON. Mrs. Jonah White's Housemaid Locked Up for Stealing Jewelry.

## SLEEPLESS MAN'S SUICIDE.

## Prosperous Londoner Kills Himself in a Fourth Avenue Hotel.

James Mansfield, 35 years old, an employee of the London office of Dodd, Mead & Co., the publishers, killed himself with illuminating gas yesterday in John Noble's hotel at 338 Fourth Avenue. He had been living there since Tuesday.

Mansfield went to the Ashland House on Monday and registered from London. After spending one night in the hotel he left, complaining that he could not sleep because of the street noises. He went direct to Noble's hotel and asked for a room. He told Noble that he suffered greatly from insomnia and had made three ocean trips within a few months to try to cure it.

He wasn't seen around the hotel yesterday and last evening a chambermaid traced the smell of gas to his room.

Mansfield was found dead on his bed with a gas tube in his mouth.

He was a fine looking man and evidently in prosperous circumstances. Duncan McArthur, a friend, told Noble that the dead man was an Englishman and that his family was wealthy.

100 FOREIGNERS BEG FOR WORK. Fight Their Way Into the Carnegie Mills—Battle With the Police.

SHARON, Pa., Feb. 7.—Driven to desperation by enforced idleness, by reason of the closing of the mills of the United States Steel Corporation at South Sharon, 100 foreign laborers fought their way past the watchman at the gates of the Carnegie mills yesterday, making their way into the different departments and begging for work.

Chief of Police Thomas Martin and a dozen policemen were called, and after a terrific battle the foreigners were driven out of the mills. The police used their maces on the foreigners' heads with telling effect. Forty-two were rounded up and placed under arrest. They were arraigned before Justice Peter Cook, but he refused to fine the men, who said that they were very poor and needed the work.

Formerly employed at the Carnegie works, but since the mills resumed American workmen have been secured.

TO ASK US FOR PROTECTORATE. Santo Domingo Minister in Washington for That Purpose.

WASHINGTON, Feb. 7.—Señor Sanchez, the Minister of the recognized Government of Santo Domingo, declared to-night that his purpose in coming to Washington was to secure an American protectorate over his country in order that its resources might be developed by means of American capital.

This declaration has especial significance in connection with the fact that the United States Government has lost patience with the Dominicans and is considering the adoption of measures which will put a stop to the disorders in that country.

The only proposition received by the State Department from Santo Domingo to-day was that the blockade of Santo Domingo City and Puerto Plata had been raised. That message was dated last Friday.

SCARED A LOT OF WOMEN. Drunken Man Was Finally Fastened in a Vestibule Until Police Came.

A party of a dozen women and girls were returning home last night from church at Washington Avenue and Wendover place, in the Bronx, when they became alarmed at a drunken man who was shouting and threatening to follow them.

When they arrived in front of 1614 Washington Avenue, where Mrs. J. K. Brunskill, one of the party, lives, the stranger was close at their heels. Six of the women, including Mrs. Brunskill, ran into the vestibule and locked the door.

One of the women tried to slam the outside door, but the man got in first.

There was a general mix-up in the vestibule. Hats were knocked off and clothes were torn. The man seemed to be getting the worst of it, for when Mrs. Brunskill at last succeeded in getting her key into the lock and opening the inside door, he was on the floor. The women dodged into the hallway and slammed the door before the man could regain his feet.

Then the stranger ran into the street and threw a cobblestone through Mrs. Brunskill's window. The women, who had remained in the vestibule, ran into the vestibule of the house next door. The man tried to follow them, but the door was shut too quickly.

When the man was endeavoring to force this inside door open, Leo Lusenbarger, who lives in the house, ran down through the basement door and locked the outside door. Then Lusenbarger hurried to a telephone and rang up Police Headquarters.

"Hello! Send the police to 1616 Washington Avenue. We've got a burglar locked up in the vestibule."

When Detective Higgins and another officer arrived from the Tremont station, they found the vestibule besieged by the tenants of all the neighboring buildings.

The stranger, his hat gone, his clothes torn, his face scratched, and generally very much frightened, was taken to the police station on a charge of being drunk and disorderly. He refused to give his name or address.

Col. Sanford C. Kellogg Dead. WASHINGTON, Feb. 7.—Col. Sanford C. Kellogg, U. S. A., retired, died at his home in New York city to-day. He was a native of New York and entered the army as private in the Thirty-seventh New York Volunteer Infantry in 1862. The next year he was appointed Captain and Aide-de-Camp and was mustered out in 1865, when he was transferred to the Regular Army with the rank of Second Lieutenant of Infantry.

From 1865 to 1868 he served as Aide-de-Camp to Gen. Sheridan, and in 1868 he was transferred to the Regular Army with the rank of Major. Col. Kellogg received numerous decorations for gallant and meritorious service during the Atlanta campaign, and in the battle of Nashville, and for his services during the battle of Chattanooga.

Death of Louis Gans. Louis Gans died last night at his residence in this city, 156 East Seventy-second street. He was a merchant in New York and was the senior member of the firm of Gans & Klein of Helena, Mont. He was an early arrival in Montana after the discovery of gold in 1864, and was Henry Klein started the first mercantile establishment in Alder Gulch. The firm was unusually successful and soon branched out into a law office and a real estate business. Mr. Klein died only a few months ago. Both men were noted for their charity, which were not confined to Jewish institutions. Mr. Gans's estate in Montana will exceed half a million.

Death of Matt Harris. Matt Harris, 62 years of age, who, during the war between the North and South, was a Federal spy, died in Mobile yesterday. He was employed by the Federal government for his knowledge of the waters and coast between Mobile and New Orleans, and for what he knew of the submarines around Fort Morgan. He was the celebrated battle of Mobile Bay was fought, Harris made his way to the Gulf in a small schooner and was taken aboard Farragut's flagship, and it was he who piloted the vessels through the channel, that was filled with mines. During the battle Harris lost one of his legs and was taken to the Federal prison at Ship Island, and kept there until he was able to travel. Since the war he has been receiving a pension. The fact that he was the pilot of Farragut's flagship was not generally known in Mobile. After the war Harris was prominent in Republican politics.

## The Importations for the Year 1903 of

## G. H. MUMM &amp; Co.'s

## Champagne

were 121,528 CASES

GREATER by nearly 20,000 cases

than the importations of any other brand.

The Extra Dry of the superb new vintage now arriving is conceded to be the choicest Champagne produced this decade.

## BROKERS' FIRM WERE EASY.

## HANDSOME CHECK FOR CUSTOMER'S BALANCE TO STRANGER.

Some One Telephoned to Close Grote's Account and He'd Send for the Money—Indorsement Forgotten, Check Cashed—Two Men Caught, Another Wanted.

The case of William Crolley and Richard Denon, who came before Magistrate Pool in the Centre street police court yesterday morning for examination on the charge of obtaining money from the brokerage firm of W. B. Smith & Co., 71 Broadway, under false representations, suggests this problem in high finance:

If three badly battered denizens of a lower East Side lodging house, working together, can bunco an up-to-date firm of brokers out of \$227.49, how much could Larry Summerfield, working alone, get?

On Jan. 4, one of the telephones in Smith & Co.'s office rang and John Grant Stewart, a clerk, answered it.